

HARWICH RECONNAISSANCE REPORT

MASSACHUSETTS HERITAGE LANDSCAPE INVENTORY PROGRAM



Cape Cod Commission

Boston University Preservation Studies

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Cover Photographs

Welcome to the Harwiches Sign, Southbound Route 124
Great Swamp Cranberry Bog, North Harwich
Ocean Grove Campground, Harwich Port
Herring River Corridor/ Watershed, West Harwich

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INTRODUCTION

Heritage Landscapes are vulnerable and ever changing. The Department of Conservation and Recreation (DCR) in Massachusetts defines ‘cultural heritage landscape’ as, “a broad term for the special places created by human interaction with the environment that help define the character of a community and reflect its past.” In an effort to identify important landscapes in Massachusetts and provide the communities with strategies for preserving heritage landscapes, the DCR created the Heritage Landscape Inventory Program (HLIP). The methodology for the program was developed in a pilot project conducted by DCR in southeast Massachusetts and was later refined in Essex County.

In January of 2007, the DCR formed a consultant team with the Cape Cod Commission (CCC), and Boston University Preservation Studies Program (BU) to bring the HLIP to three communities on Cape Cod – Harwich, Brewster and Dennis. Each community appointed a Local Project Coordinator (LPC) to assist the CCC-DCR-Boston University team with the gathering of information and community input.

The Town of Harwich began their study on February 27, 2007. The LPC organized an initial meeting with the consultant team, members of the town’s government, a local community activist and local town historians. The goal of the meeting was to utilize the town’s collective resources to determine potential sites within Harwich for the HLIP study.

The meeting produced a list of approximately fifty-nine sites. Of those, nine were determined to be ‘priority’ landscapes. The sites ranged from concentrated enclosed landscapes such as burial grounds to more complex vast expanses such as scenic river corridors and historic by-ways. The group believed the nine areas selected as priority would benefit most from a deeper understanding of the cultural significance each site represented in the Harwich community. The areas also appeared vulnerable to development and neglect.

Two fieldwork sessions followed which included the consulting team, the LPC, and members of the community. This group visited the priority landscapes identified in the initial meeting and collected more information about the community. The final product is this Reconnaissance Report, prepared for the community of Harwich by the consultant team.

In addition to detailed descriptions, the team presents several planning recommendations for the nine priority landscapes selected for study in Harwich. This report outlines the history of the community; describes each priority heritage landscape; discusses planning issues identified by the community; identifies planning tools available in the community; and concludes with preservation recommendations. A list of all heritage landscapes identified by the community in the initial meeting is included in the Appendix.

HARWICH HISTORY

Settlement

Harwich consists of 20.93 square miles with roughly 10.9 miles of tidal shoreline. It is located near the elbow of Cape Cod, approximately 88 miles from Boston and bounded on the north by Brewster, on the east by Orleans and Chatham, the west by Dennis and the South by the Nantucket Sound.

Prior to European settlement, natives referred to as the Sawkatuketts and the Potonumecots long inhabited Harwich. Non-natives first settled in Harwich circa 1665. The town's territory was included in the 1641 "Purchasers or Old Comers" grant east of Yarmouth. However, the bulk of Harwich remained unsettled until 1675-1730.

Harwich incorporated in 1694. In 1772, the southeastern section became a part of Eastham. In 1803, the north and south parishes of Harwich separated and the north parish became Brewster and the south parish remained Harwich.

During the beginning of the 19th century, Harwich grew at a slower rate than the surrounding towns. It was not until the mid 19th century that Harwich saw a significant growth spurt. As the population and attraction of Harwich continued to expand, so did its building stock. According to the Harwich Historical Commission 1992-93 Survey & Inventory Project, approximately 500 buildings in Harwich were built prior to 1900, 1,000 built between 1900-1950 and 5,000 between the years of 1950-1992.

Harwich currently consists of seven villages: Harwich Center, North Harwich, East Harwich, South Harwich, West Harwich, Harwich Port and Pleasant Lake. North Harwich and Harwich Port were among the first areas of the town settled and home to most of the town's first industry along the Herring River. Harwich Center has historically functioned as the civic center of Harwich.

Transportation & Settlement Patterns

Queen Anne Road, also known as Old Monomoy Road, is reportedly the oldest road in the community established between 1620 -1675. Like many of the early roads in Harwich, it was likely an extension and expansion of existing Native American trails. Other early roads in Harwich include Lower County Road, Country Road, Sisson Road and Chatham Road. Settlement patterns grew primarily along transportation routes, and early development was prevalent along these early roads.

West Harwich, Harwich Port and South Harwich along Nantucket Sound are connected by the early 19th century road, Route 28, also known as Main Street. Many of the earliest houses built in Harwich including sea captains homes, such as the Jeremiah Walker House and the house of Captain James Berry stand along this route.

In 1865, the Cape Cod railroad service entered west from Dennis and continued north between Hinckley's, Seymour and Long Ponds to Brewster. The depot station was located west of Harwich Center, further cementing it as the civic and commercial center of Harwich during that time. In 1887, the Chatham Branch Railroad came through Harwich and extended east from Harwich Depot through Harwich Center into Chatham.

Industry

Fishing and salt manufacturing were important industries in Harwich. In 1797, the Massachusetts Salt Works Company opened although it was most likely located in what is present day Brewster.

The fishing industry, mostly cod fishing, dominated early 19th century industry in Harwich. The major agricultural industry was corn; rye, wheat, apples and pears were also grown. The introduction of the railroad was likely the catalyst for new 'land based' industries such as the manufacturing of overalls, boots and slippers. The Herring River was home to many of these early industries including the first gristmill and a tap and dye factory.

The years between 1855 and 1865 saw the introduction of cultivating cranberry bogs. By the mid 19th century, the cultivation of cranberry bogs took hold in Harwich, credited with producing the first commercial crop. Presently, there are more than 200 acres of cranberry bogs in Harwich that speckle the town's landscape.

By the beginning of the 20th century, tourism emerged as a prevalent industry in Harwich, focused mainly in Harwich Port along the Nantucket Sound. In addition to retaining an active fishing port and cranberry bogs, the present economy in Harwich remains an active resort and retirement area primarily based upon tourism, retirees and seasonal homeowners.

Topography

Harwich Outwash Plain deposits mostly cover the geography of Harwich. There are also swamp and marsh deposits throughout the southern area in addition to beaches and dunes. Cranberry bogs are present throughout much of the town. Most of the town's soil consists of medium to fine sands, with no large rocks or boulders.

EXISTING RESOURCE DOCUMENTATION AND PLANNING TOOLS

Harwich already has important planning tools in place to document current conditions within the town; identify issues of concern to town residents; and to help develop strategies for action. This section of the Reconnaissance Report identifies some of the existing planning documents and tools that provide information relevant to the Heritage Landscape Inventory program.

State and National Registers of Historic Places

Harwich is a town rich with historic and cultural influences, the impact of those influences reflect in the buildings and landscapes that compose the built and natural environment of Harwich. There has been extensive documentary work

done in Harwich especially along Route 28. There are area forms for the seven villages of Harwich and the cemeteries have all been documented along with other miscellaneous resources. For a complete list of all documented properties within Harwich, please reference the Harwich Historical Commission 1992-1993 Survey & Inventory Project.

In addition, to a list of all inventoried properties there are also recommendations for which properties would be eligible for State or National Register listing and the criteria they would be listed under. Currently the only properties individually listed on the National Register are the Captain James Berry House at 37 Main St., listed in 1986, and the South Harwich Methodist Church 270 Chatham Rd., also listed in 1986. National Register District nominations include the Harwich Center Historic District, added in 1975, also recognized locally as a Historic District.

Planning Documents and Tools

Two documents serve as tools for conservation and preservation in Harwich. The *Harwich Open Space and Recreation Plan*, written in 1998, includes preservation strategies such as a Demolition Delay By-law, Design Review, Cape Cod Commission Act: Review of National Register Properties, District of Critical Planning Concern, a Wetlands Protection By-law, and Open Space /Cluster Development Zoning. In 2005, Harwich adopted the Community Preservation Act at a 3% surcharge on real estate taxes; a portion of the proceeds must be used for historic preservation.

The Demolition Delay Bylaw gives the Historical Commission the authority to review and delay proposed demolition for up to three months for properties listed in the National Register and determined by the Harwich Historical Commission to be historically or architecturally significant. However, town-owned properties are exempt.

The Design Review is a non-regulatory process overseen by a Design Review Board. The Board reviews the designs of new constructions and additions in built up areas. They also determine the impact of projects to surrounding areas and propose recommendations to counter any negative impacts. The Harwich Planning Board receives these recommendations for consideration in the final review.

The Town of Harwich does have the Cape Cod Commissions Act that enables review of alterations, additions or demolition to national register properties. However, given the limited number of properties on the National Register in Harwich, this tool appears underutilized.

Harwich has designated a District Critical Planning Concern (DCPC) in East Harwich. The DCPC is, a proven planning tool in Harwich. DCPC is an area of critical value due to the significance of natural, cultural, architectural, archaeological, historic, economic and recreational resources of value regionally or nationally significant.

The Wetlands Protection by-law protects local wetlands, river front areas fish runs, flood plains, water ways, salt ponds, the ocean, and coast lines. It provides stricter regulations than Section 131 of M.G.L. Chapter 40 .

The Town's Open Space Residential Development by-law or cluster development does not change current development regulations, but provides an option for any new construction to take place on only a portion of the property with the remaining land permanently protected as open space.

Harwich does not have a scenic overlay district, scenic by-way, scenic road by-law, or scenic vista protection by-law for the entire town, though there are some provisions within the Six Ponds Special District. Harwich has yet to utilize many of the various scenic protection tools administered in conjunction with the Cape Cod Commission. Given the extent of their open space and scenic vistas, this would be extremely helpfully to the Town of Harwich.

DRAFT

PRIORITY HERITAGE LANDSCAPES

The HLIP meeting held on February 27, 2007 produced a comprehensive list of landscapes identified as the most threatened and in need of preservation strategies (see Appendix). The community members who attended the meeting narrowed the list to nine priority landscapes.

The consulting team visited each of the nine sites during the fieldwork sessions. The team determined that these nine priority landscapes are highly valued, contribute to community character and are not permanently protected or preserved. These landscapes, listed alphabetically, represent a range of scales and types of resources from individual sites such as the Wixon Dock to whole corridors such as the Herring River.

The descriptions and recommendations included here are an initial step in identifying resources valued by the community and suggesting action strategies. These recommendations follow in order of importance beginning with the easiest to implement and ending with the hardest.

Great Swamp Cranberry Bogs



Cultivation of cranberries on Cape Cod began around 1816 in the town of Dennis. Captain Henry Hall noticed that the vines on a particular peat bog growing wild cranberries grew more profusely after a storm spread sand over it.

Commercial farming of cranberries began in Harwich sometime between 1840 and 1845. Many of the initial growers were sea captains. They had the financial resources as well as an existing labor force. Early commercial growers included Captain Alvin Cahoon & his cousin Captain Cyrus Cahoon, Captain Zebina H. Small, Captain Nathaniel Robbins, James A. Smalley, Eli Howes and his son James Paine Howes.

The Great Swamp Cranberry Bogs, also known as the Chatham Cranberry Bogs, have been actively cultivated since the 1830s-1840s up to five years ago. The Cape Cod Cranberry Company owned them from 1940-1950. A man by the name of Wessler purchased the bogs and sold them to Halls Cranberry Company, who sold them to Chatham Cranberry Company. Hence, the name Chatham Cranberry Bogs. The Town of Harwich purchased the bogs in 2002.

The Great Swamp Cranberry Bogs are located off Eastgate Road near Robbins Pond in the village of North Harwich. The bogs cover about 10 acres of a 60-acre site. Besides the bogs, a well house and water pumps remain.

Although the town of Harwich has many cranberry bogs, Great Swamp Cranberry Bogs has been identified because of its lack of use, destruction by local teenagers and pollution. The polluted water has become a major problem given the bogs' proximity to Robbins Pond and other cranberry growers who need clean water. The water pollution is the result of illegal dumping of trash and cars. This pollution, along with the lack of use, has allowed algae to accumulate.

Recommendations

- Document the property using a Massachusetts Historical Commission (MHC) Landscape Form.
- Establish an **agricultural commission** to address cranberry bog preservation in Harwich. (Note: Harwich has an Agricultural Commission)
- Use **Community Preservation Act** funds to assist in the restoration of this property to a functioning cranberry bog.
- Since little has been done in the way of maintenance the Town should consider leasing the bogs to a local cranberry grower, by issuing a **Request for Proposal (RFP)** so the bog does not continuing being fallow.
- Install gates on all access roads and trails to minimize vehicular damage.
- Post signs with fines for the dumping of trash.

Herring River Corridor/ Watershed



The Herring River Watershed is located in Harwich and Brewster. The entire corridor contains the Herring River, and encompasses 9,135 acres of land and 23 ponds. The river corridor encompasses marshland, bogs, and herring runs.

The Herring River itself is seven miles long and runs between the Nantucket Sound and Long Pond. Local industries such as mills, shipbuilding, fisheries, and cranberry growing developed along the river for the last 350 years. The first gristmill erected along the Herring River stood in the southern part of North Harwich sometime before 1700. This mill was called Middle Mill or Hall's Mill, named for the man who owned it, Samuel Hall.

By 1825, a textile factory was operating along the river on a road commonly referred to as 'Factory Road.' In 1827, it was the home of Chatham & Harwich Manufacturing Company.

Today the Herring River is battling with problems of water quality and invasive aquatic plants. The Town has been working with programs such as the Natural Heritage and Endangered Species Program (NHESP) to help mitigate this situation.

Recommendations

There are numerous references to factories, fishing and ship building industries along the Herring River. Herring run sites along the river would also likely yield archeological evidence of early cultural influence and impact on its shores. As much of the river is marsh-like and subject to flooding, if development were to take place, the existing natural environment would require drastic alteration.

Current threats include recreational insensitivities, such as dirt bike riding and vehicles not equipped for the terrain. Already there has been some damage to the river corridor from these recreational vehicles. Overgrowth of vegetation and poor water quality has also compromised this valuable watershed. There is a lack of a town or community wide maintenance program to minimize pollution and

insensitive usage. Furthermore, the river's impact on the cultural history of Harwich lacks understanding, thus comprising its integrity.

- Document the landscape using a Massachusetts Historical Commission (MHC) Landscape Form.
- The Town of Harwich has already adopted **District of Critical Planning Concern (DCPC)**. This is a tested a proven planning tool in Harwich which is certainly applicable to the Herring River Corridor. This tool can be used to preserve and maintain areas of known significance presence of archeological, historic, economic, or recreational resources of value with state wide of national significance. (Note: there is a lack of understanding here concerning DCPC's. Perhaps this recommendation can be reworded or deleted.)
- **Wetland Protection By-Law** is an existing by-law that protects not only wetlands, but also river front areas and fish runs. It would be useful to expand the by-law to afford greater protection to the river corridor. (Note: The Rivers Act should cover that.)
- Designating the watershed as an **Area of Critical Environmental Concern** might also be applicable for this area. This strategy proved successful along Muddy Creek in Harwich.
- **A Corridor Protection Overlay** district would promote appropriate development while protecting the natural resources. Given the vast land incorporated in the river corridor a corridor protection overlay district would insure sensitive development and protection of natural resources within the corridor.

Kelley Street Cemetery



Kelley Street Cemetery is on Main Street, formerly known as Kelley Street, in the village of Harwich Center. This was a private burial ground belonging to the Kelley Family who settled in the area. There are approximately 54 headstones in the cemetery. The oldest headstone dates from 1831 and belongs to Eliza Kelley, wife of Marshall Kelley. Today, the Town manages this cemetery.

Many of the gravestones are in need of repair and cleaning. The stone post fence is in disrepair and many of the surrounding trees are encroaching on the site.



Recommendations

- Update the existing MHC Form E to reflect the cemetery's current condition.
- List the cemetery in the National Register of Historic Places.
- The cemetery's location adjacent to a cranberry bog makes it a good location for a **Scenic Overlay District**, the no-disturb buffer would provide protection for the tranquil location and ensure sensitive growth of the area.
- This small cemetery borders a small wooded area and there are a number of coniferous trees growing within the fenced in parcel that contains the gravestones. **The Shade Tree Act** would provide protection for not only the existing trees but also the gravestones located within their proximity. A municipal Tree Warden would oversee the care and growth of the trees and be sure they would not endanger surrounding, including fragile older cemetery stones. The Town of Harwich currently does not have The

Shade Tree Act, but given the numerous Town owned and managed cemeteries this would be a useful tool.

- Use **Community Preservation Act** funds for rehabilitation of headstones and the surrounding fence by appropriate specialists.

Kelley Street Factory/ Harwich Lumber Company



The former Harwich Center Rail Road Depot located west of Harwich Center was once an important center of commerce and industry. In 1865, the Cape Cod Central Railroad located a depot there. The railroad headed north past Hinckley's, Seymour and Long Pond in Brewster after stopping at the depot. In 1887, the Chatham Branch Railroad extended service east from the Harwich depot although by 1930 this branch had closed. Harwich Lumber Company was the most recent occupant of the property also referred to as the Kelly Street Factory. The property has remained relatively intact from its original occupancy during the time of rail service.

It is important to note that this site was originally identified during the initial HLIP meeting because it was believed to be the site of an early (possibly the first) dungaree factory in the United States. Further research revealed the parcel is actually the original Harwich Center railroad depot. The team decided that although it does not embody the same cultural significance it still represents an important cultural resource to Harwich.

The structure currently located on the site is two stories with two double bays; most likely cargo doors in the center on both stories and flanked on either side with smaller windows. The building faces the Cape Cod Rail Trail. Although few other structures remain today, it is highly probable that there were others. A two story open wooden shed is located to the right of the building and likely related to the current structure. Although there are other buildings on the property, including one that looks to be residential, it is unlikely that they are related.

The building is currently suffering from serious brick deterioration, broken windows and a failing roof. The site overall appears to be in major disrepair and,

although some minimal activity is apparent, the site appears to be essentially abandoned.

Recommendations

Due to the proximity to the rail trail, it is a desirable location for homes. Depending on current ownership and the town's interest in this property, it could be adapted for housing. The two-story brick gabled roof building that was once the Harwich Lumber Company requires an assessment for stability. Fire appears to have damaged the building, which no longer has an intact roof. Additionally the brick is beginning to deteriorate.

- Complete an MHC area and building form. Documentation of this site needs to be completed so the extent of its significance can be explored.
- Complete a structural assessment report to determine stability of the property.
- Harwich currently does not have an **Adaptive Reuse Overlay District** and it would be appropriate in this case. It would permit the reuse of existing built properties. This type of overlay encourages redevelopment of historic industrial buildings.
- Given the potential and town interest in this site, **Community Preservation Act** funds could be used to rehabilitate the property and explore its potential use.

Old Methodist Cemetery

Also known as the Eldredge Cemetery, Old Methodist Cemetery is located in the village of East Harwich on Queen Anne Road. It is the site of the early Methodist Meeting House in Harwich, built in 1799. In 1811, a new meeting house was built closer to the ocean and the prevailing fish industry.



The Methodist Meeting House was located at the east end of the cemetery. Since the meeting house was built at an early date in Harwich's development, the accompanying cemetery could possibly be the oldest existing cemetery in Harwich, with stones dating from 1795. The oldest remaining headstone is that of William Eldridge who died in 1795.



Shortly after 1853, the cemetery fell into neglect and became overgrown with pine trees, wild cherries, and brush. In 1893, the town built a wooden fence in front of the yard. In 1915, the town placed eight granite posts around the yard, which were to mark the boundaries of the cemetery. The yard was cleared of brush in 1934 with the aid of Federal money. In the early 1960s at the request of the Harwich Historical Society, the town surrounded the cemetery with a rail fence.

There are approximately 21 headstones surviving today. Most of these headstones suffer from cracks, breaks, and/or deterioration. The cemetery has had minimal documentation throughout the years and many graves are unmarked.

Recommendations

The Harwich Historical Commission documented this property on a Massachusetts Historical Commission (MHC) Form E in 1970.

- Update the existing MHC Form E to reflect the cemetery's current condition.
- List the property in the National Register of Historic Places.
- Identify and mark all previously unknown burial plots.
- Develop a preservation and management plan using **Community Preservation Act** funds to repair stone markers and fencing, remove invasive growth, and continue with on-going maintenance.

Ocean Grove

Ocean Grove is located in Harwich Port and consists of approximately 11 acres, roughly bounded by Ocean, Park, Pine and Atlantic Streets. This site originally started as a spiritualist campground of the Cape Cod Spiritualist Association. The Cape Cod Spiritual Association relocated to Ocean Grove from Nickerson Grove in 1886 where it continued until 1910.



The original layout of the streets of the camp remains largely unaltered. Almost half of the cottages were likely constructed during the active years of the spiritualist camp, 1886-1910. Most of the remaining structures were constructed between 1910-1928 when the camp began to transition to a summer cottage colony.

The modestly scaled cottages sit on small lots situated very close to the road. Styles are mostly small-scale Victorian one ½-story cottages or later Shingle style or Colonial Revival. They are residential buildings with wood frame construction. The small lots were originally intended as tent sites. Spiritual meetings usually lasted about two weeks; typically the last two weeks in July. The increase in summer recreation and tourism lead to the construction of more substantial summer residences. Eventually the spiritualist camp fell out of favor and people started building summer cottages.

Threats to this area include development and demolition of the smaller, original buildings to build structures that maximize zoning allowances. Additionally, insensitive alterations and additions have changed the character of this small-scale neighborhood.

Recommendations

Much documentation has already taken place for this area,, deemed appropriate for National Register listing. On Cape Cod, National Register listing protects properties by requiring Cape Cod Commission review if demolition or substantial alteration is proposed.

- Consider a **Local Historic District** designation. This area shows many insensitive additions to the smaller ‘tent sites’ that once existed.
- Implement a **design review** committee that would review new constructions and additions. This tool is especially useful in already developed areas.
- A **Neighborhood Conservation District** is a useful tool, as it would focus more on scale, massing and set backs in attempt to ensure overall neighborhood character.

Seymour Road Cottages

Eight cottages dot the shoreline of Seymour Pond located off Seymour Road in Pleasant Lake. The cottages, constructed from 1900 to 1950, vary somewhat in style from four ranches to one cape. They are a combination of one and two story cottages. The smallest cottage is three rooms and the largest cottage is eight rooms. All have gable roofs.

Through the years, enclosed porches, wooden decks, and patios have altered the cottages. For the most part the cottages are in good repair except for one.

Seymour’s, or Bang’s, Pond is a large body of water a short distance to the west of Long Pond. Near it on the hill lived an Englishman by the name of John Seymour from whom the pond derives its name. After his death, John D. Bangs occupied the house of John Seymour. Since his occupancy, locals often referred to it as Bang’s Pond. Originally, these cottages were for seasonal use. They are significant because they represent early 20th century seasonal cottages.

There is a lack of understanding of what is located here and what its historical significance is. Development and lack of documentation threatens this area.

Recommendations

None of the cottages on Seymour Road have been documented using an MHC Building Form.

- Document the Seymour Road Cottages on an MHC Area Form using Heritage Landscape Inventory and MHC methodology.
- Consider forming a **Local Historic District Study Committee** to explore the possibility of establishing a local historic district



(LHD) ordinance and designate historically significant neighborhoods as local historic districts to preserve individual property as well as neighborhood character.

Wixon Dock

Wixon Dock, located at 11 Harbor Way in Harwich Port, is the only remaining commercial fishing pier in Harwich. It is located at the mouth of the Herring River in West Harwich. The Town acquired the dock as a gift from the Wixon family, shown on a commemorative plaque marking the site



The Wixon Dock is currently in use, but is not adequately equipped.

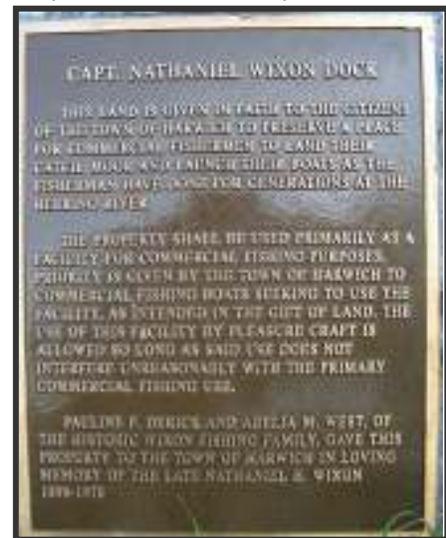
There is a lack of parking, poor drainage, and the sandy terrain is not stable enough to handle prolonged use as a boat launch. There is a wooden shack located on piers on the site, which appears unstable and could potentially be a safety hazard.

The Belmont, a large residential structure nearby, encroaches visibly on the site.

Recommendations

This property has not been documented using an MHC Structure Form.

- Document Wixon Dock on an MHC Structure Form using Heritage Landscape Inventory and MHC methodology.
- Stabilize the structure to prevent it from collapsing.
- Use **Community Preservation Act** funds to pave the current boat launch.



CRITICAL CONCERNS

In addition to the priority landscapes listed in the previous section, residents also identified critical issues related to heritage landscapes and community character. Critical issues are town-wide concerns linked to a range or category of heritage landscapes, not to a particular place. Community members also expressed interest in learning about preservation tools and strategies that have been effective in other Massachusetts communities and in identifying sources for preservation funding.

Western End of Route 28



The western end of Route 28 (Main Street) begins at the Harwich/ Dennis border and runs to Allen's Harbor. Developed in the early 19th century it was an east west route also known as Main Street. It runs through West Harwich, Harwich Port and South Harwich.

The section considered in this study is Route 28 from the Harwich/ Dennis town line to Bank Street in Harwich Port. This section includes many of the earliest houses built in Harwich including many sea captains homes, the Jeremiah Walker House and the house of Captain James Berry.

Residents settled the village of West Harwich in 1723. Many were in fishing and fishing related industries. Settlement in Harwich Port was sparse until the first public road, Route 28, was laid out in 1804. Prior to this, no roads led to or through the area.

Today, the western end of Route 28 faces the threat of insensitive and/or over development.

Recommendations

- Consider forming a **Local Historic District Study Committee** to explore the possibility of establishing a local historic district (LHD) ordinance and designate historically significant neighborhoods as local historic districts to preserve individual property as well as neighborhood character.
- Alternatively, pass a **Neighborhood Conservation District (NCD)** ordinance. Neighborhood conservation districts are special areas that are preserved by regulating scale, massing and materials of additions and new construction. Such districts may be the most appropriate way to preserve the land use pattern of an area where there are changes in materials but the overall size, scale and orientation of structures within the heritage landscape are retained.

GENERAL PRESERVATION PLANNING RECOMMENDATIONS

This section of the Reconnaissance Report offers general recommendations relevant to preserving the character of the community that would be applicable to a wide range of community resources. Recommendations specific to the priority landscapes begin on page four.

There are many resources documented but very little listed on the National or State Register. An area listing and individual building property listing would be helpful.

Community Preservation Act (CPA), funds may be applied to those resources currently owned by the town and identified as priority landscapes to town owned properties; specifically, maintenance of open space, making sure there are appropriately marked trails and bridges to cross the traversing Herring River. Additionally, an occasional patrol of the much of the open space area would give a town presence and deter much of the insensitive recreational usage.

Harwich has not utilized many of the different zoning overlay districts that would be beneficial such as, Corridor Protection Overlay District, Scenic Overlay District, Scenic Byway or Scenic Vista Protection Bylaw. These tools would be extremely beneficial to Harwich especially since the town has so much open space and is committed to protecting it.

Preservation planning is a three-step process: **identification, evaluation and protection**. Four useful documents to consult before beginning to implement preservation strategies are Department of Conservation and Recreation, *Reading the Land Freedom's Way* Heritage Association, *Feasibility Study* Massachusetts Historical Commission, *Survey Manual* Massachusetts Historical Commission, and *Preservation through Bylaws and Ordinance*.

The recommendations discussed below apply to a broad range of resources. They are in order by which the three-step preservation planning process suggests: (1) identify, (2) evaluate, (3) protect.

Inventory of Heritage Landscapes

In order to plan or advocate for something it is important to know precisely what is to be preserved. Here, it is the physical characteristics and the historical development of Heritage Landscapes in Harwich.

The goals and methodology of Harwich's previous historic survey and inventory work are unclear. Many resources listed in this Reconnaissance Report were not included then. Documentation of these should be included in the next inventory project.

The first step in developing preservation strategies for heritage landscapes is to record information about the resources on MHC inventory forms.

Thus, using the Massachusetts Historical Commission survey methodology:

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- Compile a list of resources that are under-represented or not sufficiently documented, beginning with heritage landscapes.
 - Document unprotected resources first, beginning with the most threatened resources.
 - Make sure to document secondary features on rural, agricultural and residential properties, such as outbuildings, stone walls and landscape elements.
 - Record a wide range of historic and pre-historic resources including archaeological sites, landscape features and industrial resources.
 - Conduct a community-wide archaeological reconnaissance survey to identify patterns of ancient Native American and historic occupation and to identify known and probable locations of archaeological resources associated with these patterns. Known and potential ancient Native American and historic archaeological sites should be documented in the field for evidence of their cultural association and/or integrity. All survey work should be completed by a professional archaeologist who meets the professional qualifications (950 CMR 70.01) outlined in the State Archaeologist Permit Regulations (950 CMR 70.00). The Inventory of Archaeological Assets of the Commonwealth contains sensitive information about archaeological sites. The inventory is confidential; it is not a public record (G.L. c. 9, ss. 26A (1)). Care should be taken to keep archaeological site information in a secure location with restricted access. Refer to the MHC article "Community-Wide Archaeological Surveys" which appeared in the Preservation Advocate, Fall 2005 which can be found at the following MHC link:
<http://www.sec.state.ma.us/mhc/mhcpdf/pafall05.pdf>.

National Register Program

Survey work will require an evaluation as to whether resources meet the qualifications for National Register listing. Using the information generated in the survey work and the accompanying National Register evaluations, expand Harwich's National Register program.

- Develop a National Register listing plan, taking into consideration a property's integrity and vulnerability. Properties that are in need of official NR recognition in order to advance preservation strategies should be given priority.
- Consider a National Register district nomination for Harwich Port.

Village and Rural Neighborhood Character

Nearly all preservation strategies address village and neighborhood character in some manner. As described above, thorough documentation on MHC inventory forms is an important first step in the preservation planning process, followed by National Register listing where appropriate. Harwich already has two of the

three traditional preservation strategies in place: a demolition delay bylaw and a local historic district bylaw (in accordance with M.G.L. Chapter 40C). A third strategy that may be useful for Harwich is a neighborhood architectural conservation district bylaw and designation.

- **Demolition delay bylaws** provide a time period in which towns can explore alternatives to demolition. Harwich has such a by law which should be modified to extend the period of delay from three months to one year. Such a change, which provides more time for both developers and the town to find alternatives to demolition, would require a majority vote of Town Meeting.
- **Local historic districts**, adopted through a local initiative, recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected by the designation. Local historic district designation and regulation is the strongest form of protection for the preservation of historic resources.
- **Neighborhood architectural conservation districts** are special areas that are preserved by regulating scale, massing and materials of additions and new construction. Such districts may be the most appropriate way to preserve the land use pattern of an area where there are changes in materials but the overall size, scale and orientation of structures within the heritage landscape are retained.

Agricultural Landscapes

Preservation of agricultural landscapes includes preservation of the cranberry bogs. Cranberry growing is declining in Harwich, yet, cranberry bogs are integral to the community's past. It is important to know what the features of these agricultural landscapes are and which features the community treasures most and wishes to preserve.

Preservation tools are available that can assist communities in preserving agricultural landscapes. Harwich already has adopted the right to farm bylaw. This by law allows farmers to carry on farming activities that might otherwise be considered a nuisance to neighbors. The Town may also wish to consider strategies that specifically support agricultural activities.

- Document additional agricultural landscapes that may not presently be included in Harwich's inventory of historic resource, using MHC survey forms.
- Establish a local agricultural commission to advocate for agricultural activities.
- Develop partnerships to raise funds to purchase development rights on agricultural land or to assist farmers in the restoration of historic farm buildings for which the owner would be required to donate a preservation restriction (PR).

-
- Continue public-private partnerships to preserve agricultural land through purchase of conservation restrictions (CRs) or agricultural preservation restrictions (APRs).

Funding of Preservation Projects

Funding for preservation projects is an important aspect of implementing preservation strategies. Both the MHC and DCR have had funding programs to assist communities in preservation-related issues:

- Harwich adopted the Community Preservation Act in 2005 with a 3% surcharge on each real estate tax bill. This has proved to be an excellent source of funding for many heritage landscape projects. Harwich is aware of the way in which the CPA fosters partnerships among historic preservationists, conservationists and affordable housing advocates. Many of the recommendations in this report qualify for CPA money, including survey and National Register projects, preservation and conservation easements, agricultural preservation restrictions (APRs) and land acquisition. Additional information about the CPA can be found at www.communitypreservation.org.
- **Survey and Planning Grants** administered by the MHC, support survey, National Register and preservation planning work.
- The **Massachusetts Preservation Projects Fund (MPPF)** administered by the MHC, funds restoration and rehabilitation projects.

Funding for state programs varies from year to year. Contact the relevant agencies to determine whether funding is available.

Towns, like Harwich, which have a local historic district bylaw, may apply for **Certified Local Government (CLG)** status granted by the National Park Service (NPS) through the MHC. At least 10% of the MHC's yearly federal funding allocation is distributed to CLG communities through Survey and Planning matching grants. To become a CLG, the town completes an application; after acceptance as a CLG, it files a report yearly on the status of applications, meetings, and decisions; in return, the Town may apply for the matching grant funding that the MHC awards competitively to CLGs annually. Presently 18 cities and towns are CLGs in Massachusetts.

CONCLUSION

The Harwich Reconnaissance Report is a critical tool in starting to identify the rich and diverse heritage landscapes in Harwich and in beginning to think about preservation strategies for these resources. The document will assist the Town of Harwich in determining the best way to implement the recommendations discussed above.

Landscapes identified in this report, especially the priority landscapes, will typically need further documentation on MHC inventory forms. That documentation supports publicity efforts to build consensus and public support for landscape preservation. Implementation of recommendations will require partnerships and a concerted effort among municipal boards and agencies, the Cape Cod Commission, local non-profit organizations, and state agencies and commissions.

The Board of Selectmen will be the named applicants to the Heritage Landscape Inventory program on behalf of the Town and should therefore receive this report first. Distribution of this Reconnaissance Report to the municipal land use boards and commissions will assist in making this a valuable planning document that guides Harwich in preserving important features of the community's character. The recommended tasks require cooperation and coordination among boards and commissions, particularly Harwich's Historical Commission, Historic District Commission, Planning Board, Conservation Commission, and Open Space Committee. Finally, distribution of the report to the Historical Society, the Harwich Conservation Trust, neighborhood associations, and any other preservation-minded organizations will broaden the audience and assist in gathering interest and support for Harwich's heritage landscapes.

Harwich is a town rich with not only historical assets but also pristine open space. Fortunately, the town has been conscious of this and previously acquired much of the valuable land. However, if insensitive development occurs the valuable scenic vistas are at risk. Given the amount of open space in Harwich, regular supervision is necessary to monitor the condition of these areas.

The Town is fortunate to be able to work in collaboration with the Cape Cod Commission, which can offer expert advice on preservation methods and implementation of these preservation tools. Harwich has a strong foundation in understanding cultural heritage landscapes and is in a position to ensure that these sites remain intact.

APPENDIX: HERITAGE LANDSCAPES IDENTIFIED BY COMMUNITY

This list was generated by local participants at the Heritage Landscape Identification Meeting held in Harwich on February 27, 2007 and the follow-up fieldwork on March 25, 2007 and April 21, 2007.

There are undoubtedly other heritage landscapes that were not identified at the HLI meeting noted above. Landscapes are organized by type and listed in two columns. The first column contains the name of the priority resource name and address. The second column contains historical information and notes on the resource. Abbreviations used are listed below.

EH = East Harwich
 HC = Harwich Center
 HP = Harwich Port
 NH = North Harwich
 PL = Pleasant Lake
 SH = South Harwich
 WH = West Harwich

* = Priority Landscape
 APR = Agricultural Preservation Restriction
 CR = Conservation Restriction
 DCPC= District of Critical Planning Concern
 LHD = Local Historic District
 NR = National Register
 PR = Preservation Restriction

Agriculture	
Main Street/ Kelley Street Cranberry Bog (NH) Kelley/ Main Street	Town-owned active cranberry bog on 33 acres. Has been managed by the same family since 1860. Visible from the road with 1,000 feet of frontage. Houses active cranberry business in addition to animals, vegetables and fruit also offers family tours.
Great Swamp Cranberry Bog* (PL) off Eastgate Rd	Contains 60+/- acres of cranberry bogs. Located on private property and not easily accessible to the public. Located in close proximity to the Herring River and Robbins Pond.
Bank Street Cranberry Bog (HP) Bank Street	Located on 60+ acres of land and visible from Bank Street, this property consists of a blend of bogs and wetlands. Farmed since the 1880s, it is believed that these bogs are the oldest working commercial bogs on Cape Cod but are not currently being used. Town is concerned the whole area is slowly reverting back to wetlands.
Pleasant Bay Cranberry Bog (PL?) Pleasant Bay Road	Included in 42 acres of town owned conservation land.
Berry Patch Farm (HP) Bank Street	Part of town-owned farming plots. Located on the south side of 6 acres of privately owned active cranberry bogs. Part of Hemeon Farm
Hemeon Farm (HP) Bank Street	A local farm that produces vegetables and fruit and contains some plots of community gardens.
Water Bodies	
Herring River Watershed/Corridor* (WH) (NH) (PL) Runs from Nantucket Sounds to Hinckley Pond	Runs from Long Pond to Hinckley’s Pond beside Robin’s Pond into Bell’s Pond. A major river way – site of early industrial mill development. The shores were used for ship building. Likely the site of many early Native American settlements. Has been owned by the town since the 1970s. The river suffers from overgrowth and damage from ATVs and is in need of maintenance and trail management.
Herring Runs (NH) Herring River	Multiple Herring run sits along the Herring River, including natural and man-made sites. A man-made site is located within Bell’s Neck Conservation area.

Robbins Ponds (NH) (PL) Shore Drive Road	Associated with Chatham Cranberry Bog consist of 28 acres. A cabin located on its shore's dates from the 1940s.
Six Ponds District (PL) (EH) Area between Queen Anne Rd, Rt. 6 and 137	Includes 1,200 acres of land and 110 acres of water and a graveyard. Six ponds; Aunt Edie's Pond, Cornelius Pond, Walkers Pond, Black Pond, Hawksnest Pond and Oliver's Pond included within the district. There is little build up around Hawksnest Pond and more build up around Walker's Pond. Designated as DCPC in May 2000 for the protection of natural resources and the management of growth.
Oliver's Pond (EH) Cove Road & Hawksnest Road	Part of the six ponds district, roughly 29 acres.
Hawksnest Pond (EH) Hawksnest Road	Part of six ponds district and the least developed of the six ponds. Roughly 30 acres and located between Oliver's Pond and Black Pond.
Red River Beach/ Wetlands (SH) Off Depot Rd.	Runs along the border of South Harwich and Chatham. Wetlands area near Skinequit Pond. There is much concern because this area is currently experiencing erosion.
Wixon Dock * (WH) 11 Harbor Way	Located at the mouth of the Herring River. Given to the citizens of Harwich as a place for commercial fishermen to land their catch and moor and launch their boats. There is a wooden dock with a structure located on the site.
Johnson's Shed/ Barn (HP) Wychmere Harbor	Fishing shack and town shellfish laboratory located near Wychmere Harbor.
Stone Horse Harbor (HP) 2 Harbor Rd.	Located in Wychmere Harbor, a racing yacht club that was founded in 1933. The name is derived from a light ship.
Allen's Harbor (HP) Lower County Rd	Allen's Harbor offers a scenic vista that is currently home to the Allen Harbor Yacht Club. The Harbor was purchased by John Allen in 1756. Before being named after its owner is was called Oyster Pond or Gray's Pond. There is some documentary evidence that Native Americans once frequented the Harbor. Before the area was developed the Harbor was surrounded by of salt hay marshes. Was established as a harbor by opening a channel to the ocean in 1924.
Doane's Creek (HP)	Flows from the Nantucket Sound into Allen Harbor, access gained between two jetties. Possibly named after the Captain Doane who lived in the area during the 1700's.
Earl Road Beach (HP) Off Lower County Rd	Located on Nantucket Sound. A public beach managed and owned by the town of Harwich.
Marini Creek / Muddy Creek/ Monomoy River (EH) Located on the Harwich/ Chatham town line	Located near Pleasant Bay, Area of Critical Environmental Critical Concern, and adjacent to 42 acres of land purchased by the Harwich Conservation Trust. Water source that flows into Pleasant Bay. Also thought to be location of early fording point and also contains early contact period sites
Industrial	
Kelley Street Factory/ Harwich Lumber Company* (HC) Kelley and Great Western Road	This is the supposed location of the overall business started by Mrs. Hannah C. Stokes in 1865. Upon further research it was discover that this site was actually the Harwich Lumber Company.
Burial Grounds	

Island Pond Cemetery (HC) Main and Island Pond Street	Constructed in 1872 and currently managed by town. Located near The cape Cod rail trail.
Old Methodist Cemetery* (EH) Queen Anne Rd. west of rt. 39	Constructed from 1797- 1897 and is currently managed by town. Also known as the Eldredge Cemetery.
Holy Trinity Cemetery (PL) Pleasant Lake Rd. south of Rte 6	Privately owned. Constructed in 1869.
Hawksnest Cemetery (EH) Spruce St. off Route 137	Also known as the “Head of the Bay” cemetery. Is managed by the town.
Lee Baldwin Cemetery (In the Baldwin Conservation Area, NOT the Baldwin family cemetery) (NH) Lothrop Avenue	Located at the end of a hiking trail, a 2 plot cemetery. Part of conservation trust land and managed by town
Smith Family Cemetery (WH) Bells Neck Road	Constructed in 1834 and currently managed by the town. It is a small family site for the Smith’s
South Harwich Cemetery (SH) 270 Chatham Road	NR site and located within a LHD. It was constructed in 1829 and currently managed by town.
Kelley Street Cemetery* (NH) Old Brewster Road	Constructed in 1834 and still in use as the Kelly family grave yard. In relatively good shape although there is are many broken stones. Very quaint site with many tall trees located adjacent to a cranberry bog. There is also a small section of the grave yard dedicated to children’s plots. It is managed by town.
Evergreen Cemetery (EH) Cemetery Road/ Route 173	Constructed in 1817 and currently managed by town.
Civic	
South Harwich Meeting House (SH) 270 Chatham Road	In South Harwich. Adopted by Friends of South Harwich Meeting House. Built ca 1836, is the second oldest Methodist Church on Cape Cod. Designated NR in 1984.
Old Snow Inn (HP) Snow Inn Road	Family-owned clam bar and pier. A Harwich hotel started in 1891 as an eight room cottage by Levi Snow. Thompson clam bar later was established at the Inn by Levi’s daughter. In 1983 a developer purchased the inn, and closed it after 100 seasons in 1991.
Allen Harbor Yacht Club (HP) Lower County Rd.	Located in Harwich Port. It is a scenic vista that is currently home to the Allen Harbor Yacht Club, a private yacht club founded in 1953.
Harwich Center Historic District (HC) Main Street west to Forest Street and east to Junction of Route 39 and Chatham Road	Both a NR and LHD. Includes Italianate, Greek Revival, and other architectural styles. Includes financial institutions, religious structures, school, single family dwellings, and specialty stores. Includes Brooks Park and Exchange Park. Designated in a LHD and listed on the state register in 1973.
Brooks Park (HC) Main Street	Part of NR, LHD. Constructed in 1908. Located along Route 39 corridor. Nice vista behind bandstand.
Wychmere Harbor Club (HP) Snow Inn Rd.	Was once a race track and early tourist spot. Was a pond before becoming a man made harbor. Now home to the Wychmere Harbor Beach and Tennis Club a private, picturesque club on the Nantucket Sound,
Harwich Port, Downtown Area (HP)	First began to be settled in the early 19th century. During this time public roads (Rt. 28 or Main St.) were laid and fishing and access to the Nantucket Sound became prosperous. Pilgrim Church (1855) and Harwich Port School (c. 1870) comprised the village center.
Commodore Inn (WH) 30 Earle Road	Private resort with landscaped grounds located in close proximity to Nantucket Sound.

Early 20th Century Motels along Bank Street (HP) Bank St.	Area located between Wychmere Harbor and Allen's Harbor. The Melrose (c. 1890) is the only remaining intact inn from this time. Tourist trade and summer residence increased popularity of this area during the 20th century.
Open Space	
Bell's Neck (WH) (NH)	Open space of land located between West and North Harwich. Located south of the east and west reservoir, a large open space with the Herring River flowing through the middle.
Harwich Spur (NH, HC, EH, SH)	Open space corridor. The part of the rail trail that went through Harwich in 1997, the Town of Harwich built a 3.5 mile spur off the Rail Trail to the Chatham town line.
Indian Praying Rock (PL) Off Pleasant Bay Rd	Possible Native American burial site located in the woods just off Hendrich Rd. and Pleasant Bay Rds. Is currently protected although little is known about the site.
Belmont Gardens (NH) Off Depot Rd.	Parcel of land in N. Harwich that was divided into 2,500 sq. ft. plots. Urban legend claims that this area was used as commercial property for Raymond's, a men's clothing store in Boston, if you bought a suit from them you would get a plot on Cape Cod. Managed by town.
Thompson's Field (EH) Between Rt. 38 and Rt. 29	Trail network and scenic vista located south of Rt. 39.
Hawksnest State Park (EH) Hawksnest Road	Governor Sargent's administration bought it for camping but nothing has been done with it. Some camps nearby. The town owns the connecting land from Hawksnest Pond to Walker's Pond. This might be part of Nickerson, but it definitely is not its own facility.
Transportation	
Cape Cod Railroad-Rail Trail	Areas with vistas still intact. Runs from town line of Dennis and Bell's Neck area. Point on rail trail where it splits point goes through Harwich and the other goes toward Chatham. Was built on the old rail bed.
Dirt Roads To Cranberry Bogs	Scenic local access roads to cranberry bogs throughout Harwich. Often unpaved and not heavily traveled, however integral to the cranberry industry in Harwich.
Queen Anne Road (NH) (PL)	Also called the "Old Monomoy Rd." established sometime between 1620-1675. Supposedly the oldest roadway in Harwich and evolved from older Native American roadway. Was developed as a highway as early as 1678. Contains many scenic vistas.
Route 28 Corridor* (SH, HP, WH)	Also called Main Street. It was established in the early 19th century. The western end of Route 28 begins at the Harwich/ Dennis border and runs past Allen's Harbor. Developed in the early 19th century as a southern east/ west route also known as Main Street. It runs through West Harwich, Harwich Port and South Harwich. It includes many of the earliest houses built in Harwich.
Residential	
D. Isabel Smith Property (EH) Bay Rd.	Town-owned land, part of t 42-acres purchased along Monomoy River. The land lies along a half-mile of the Monomoy River, which flows into Pleasant Bay.
Route 39 Corridor (EH)	Cross roads between Rt 39 and Rt 137 have been recently intensely developed. One of earliest schools in East Harwich was built on the north east corner of Rt. 39 and Bay Rd.
Route 28 Sea Captains Homes (SH) (WH)	In South Harwich and West Harwich. Includes many captains' houses, the Baptist Church and cemetery.

Ocean Grove* (HP) Bounded by Ocean, Park, Pine and Atlantic Streets	Consists of approximately 11 acres. This site had originally started as a spiritualist campground of the Cape Cod Spiritualist Association. The Cape Cod Spiritual Association relocated to Ocean Grove from Nickerson Grove in 1886 where it continued until 1910.
Long Pond Cottage Colony (PL) Sequattom Rd.	Colony of small cottages located on Sequattom Road in built in the 1940's, although they appear to be greatly altered today. The earliest cottages in this area date to 1915.
Hawksnest Pond Camp Cottages (EH)	Home to some small privately-owned hunting camps located with the Hawksnest State Park.
Seymour Road Cottages* (PL) Seymour Rd.	Located on Seymour Road in Pleasant Lake dotted along Seymour Pond are eight cottages ranging in dates from 1900 to 1950.

Miscellaneous/ and Landscapes Referenced in the “Open Space Plan”

Below is a list of potential cultural heritage landscapes in Harwich that were not discussed during the town meeting. Many of the below resources are referenced in the “Open Space Plan” that can be accessed through the Harwich Town Offices.

Agriculture	
<i>Cranberry Bog</i> NH Great Western Road	Located near Bells Neck Road. In close proximity to Sand Pond and the East and West Reservoir and the Rail Trail. Approximately 50 acres owned by the town of Harwich.
<i>Cranberry Bog</i> HC/PL Pleasant Lake Avenue	Located near intersection of Long Pond Road and Route 24 close to Hinckley Pond.
<i>Cranberry Bog</i> HP Hoyt Road	Located at near the intersection of Freeman Street and Hoyt Road, North of Wychmere Harbor. Recently in the news because local town members opposed the owner building a barn on the site
<i>Cranberry Bog</i> Depot Street	Identified in Open Space Plan.
<i>Cranberry Bog</i> Oak Street	Identified in Open Space Plan.
<i>Cranberry Bog</i> Factory Road	Identified in Open Space Plan.
Archaeological	
<i>Former Stage Stop</i> (NH) Great Western Road	Located north of Great Western Road one of the earliest stops of the 19th-century rail line that connected Boston and Provincetown.
Burial Grounds and Cemeteries	
<i>Mount Pleasant Cemetery</i> (HP) 95 South Street	In Harwich Port. Constructed in 1860. Managed by town.
<i>North Harwich Cemetery</i> (NH) Depot and Main Streets	In North Harwich. Small homes and farms in the area. Brand new church. Constructed in 1792. Managed by town. Documented.
<i>Old Indian Burial Grounds</i> Pleasant Park Circle & Rainbow Way	North side of Queen Anne Road in Six Pond area. Town owned.
<i>Harwich Center Cemetery</i>	Managed by Town.

<i>Baptist Church Cemetery</i> Depot Street	In West Harwich. Constructed in 1816. Managed by town. Documented.
<i>Smith Family Cemetery</i> Bell's Neck Road	In West Harwich. Constructed in 1834. Managed by town. Documented.
<i>Mehitable Wixon-Chase Cemetery</i>	Managed by Town.
<i>Harding Ryder Grave Site</i> Old East Harwich Road	In East Harwich. Constructed in 1843. Managed by town. Documented.
Industrial	
<i>Old Mill Site off Bell's Neck Road</i>	In North Harwich. Identified in Open Space Plan.
<i>Nickerson's Mill</i> Upper County Road	Identified in Open Space Plan.
Institutional	
<i>Pleasant Bay Hotel</i>	Original resort built in 1910. Has become Waquasset Inns.
Miscellaneous	
<i>The Walker Plaque</i>	Identified in Open Space Plan.
<i>The Exchange Monument</i>	Identified in Open Space Plan.
Open Space /Parks	
<i>Brooks Park</i> Main Street	In Harwich Center. Part of NR, LHD. Constructed in 1908. Located along Route 39 corridor. Nice vista behind bandstand.
<i>Cranberry Valley Golf Course</i> (HP)183 Oak Street	In Harwich Port. Built in the 1970s on natural terrain and includes marshes and cranberry bogs. Identified in Open Space Plan.
<i>Harwich Port Golf Club</i> (HP) Forest Street	Identified in Open Space Plan.
<i>Earle Road Recreation Area</i> (WH) Earle Road	Identified in Open Space Plan
<i>Exchange Park</i> (HC) Main Street	Part of NR, LHD. Constructed in 1965.
<i>Grey Neck Road</i>	Identified in Open Space Plan.
<i>Bowman's Island</i>	Identified in Open Space Plan.
<i>Whitehorse Field</i>	Identified in Open Space Plan.
<i>Larsen Park</i>	Identified in Open Space Plan.
<i>Kline Town Gardens</i>	Community gardens and Berry Patch Farm. Town rents the garden plots.
Residential	
<i>Old Orchard House</i> (NH)	Identified in Open Space Plan.
<i>Captain James Berry House</i> 37 Main Street	In West Harwich. Constructed in 1858. NR. Designated in 1986.
Transportation	
<i>Old Colony Road</i>	Identified in Open Space Plan/ Local Scenic Road
<i>Bell's Neck Road</i>	Identified Open Space Plan/ Local Scenic Road

<i>Earl Road/Patricia Lane</i>	Identified in Open Space Plan/ Local Scenic Road
	Water bodies: <i>Brooks, Ponds, Rivers</i>
<i>Pleasant Bay Area of Critical Environmental Concern</i>	Identified in Open Space Plan
<i>Neel Road Beach</i> Neel Road	Identified in Open Space Plan.
<i>Round Cove Harbor</i> (EH)	Located at the head of Pleasant Bay. Though to have originally been called Short Cove. Originally a pond turned into a harbor. In the 1880's was an active harbor and home to docks as a salt works. Part of a stone dock can still be viewed at low tide.
<i>Saquatucket Harbor</i> (HP) R. 28	Opens up into the Nantucket Sound from the Andrew River.
<i>Pleasant Road Beach</i>	Identified in Open Space Plan.
<i>Andrews Pond</i> HC Bakers Drive	
<i>Bell's Neck Road</i>	Salt marsh and reservoir area
<i>Sea Street Beach</i>	Identified in Open Space Plan.
<i>Joseph's Pond</i> John Joseph Road	Identified in Open Space Plan.
<i>Buck's Pond</i> Lakeside Terrace	Identified in Open Space Plan.
<i>Hinckley's Pond</i> (PL/ NH) Pleasant Lake Avenue	A 40 acre fresh water pond and part of the conservation trust. Created thousands of years ago by glacier deposit that had originally covered New England and the Cape. In 1845 Alvin Cahoon planted the first commercial cranberry bog close to this site.
<i>Fernandez Bog Beach</i>	Identified in Open Space Plan.